

LOCAL BUSINESS
IS DONE AT LOSS

Southern Railroad Harassed by Increased Charges and Reduced Rates.

ROAD AND PEOPLE
MUST CO-OPERATE

Comptroller Plant, of Southern Railway, Points Out Inability of Road to Improve Service Under the Present Hostile Conditions.

WASHINGTON, D. C., August 29.—Comptroller Plant, of the Southern Railway, was again subjected to several hours' close and vigorous cross-examination in the North Carolina railroad rate case before Master in Chancery Montgomery. Speaker Justice, for the State, conducted the cross-examination, and had not finished the inquisition when the hour of adjournment arrived.

Mr. Justice failed in his effort to draw from Comptroller Plant a statement that he could determine with mathematical accuracy the cost of doing an interstate business in North Carolina on the Southern Railway. Mr. Plant did say, however, that he could determine the minimum cost of doing an interstate business. The question of the decrease in the net earnings of the Southern Railway was gone into very fully.

Mr. Justice asked Mr. Plant if he thought the decrease in the earnings of his company was due to conditions peculiar to the present time or to conditions which have come to be permanent. Mr. Plant replied that the Southern Railway was confronted with two things, which, if continued in, will result in very much improvement in the situation. Those conditions are, he said, the constant demands for increases in wages of employees, together with an upward tendency in the price of materials and a desire on the part of the people of certain States to reduce rates and impose what he believed to be improper restrictions and penalties on railroads. Unless the people and the railroad work together there would not be, he said, that measure of success both desired. The net results to the Southern system in the future, he added, would depend largely upon the attitude of its patrons toward it.

Local Trains Run at Loss. "If we have favorable conditions among these lines," said Mr. Plant, "the business prosperity of the country traversed by the Southern Railway will give us sufficient increase in our gross earnings to overcome the increases we are now called on to make in wages and materials."

Mr. Justice asked whether "taking into account only passenger trains in North Carolina, that is, through trains from one point in the State to another, and local trains in the State, the Southern operated these trains at a loss."

Mr. Plant replied: "My judgment is, that, including those local trains running on the main lines, and local lines, as distinguished from the through interstate passenger trains, there is a loss in the operation of these trains, even as a whole, including the through passenger trains and the local passenger trains, I believe there is a margin of profit in the business as a whole."

Sharp Tilt With Court. A sharp tilt occurred between Mr. Justice and Mr. Plant just before the noon recess. Mr. Justice asked Mr. Plant if he could say how much more it would cost to carry a freight train with passengers than without passengers on the High Point and Asheboro line. Mr. Plant proceeded to answer the question in his own way, but Mr. Justice insisted upon a direct reply. Judge Montgomery informed the witness that he was not answer "yes" or "no."

Mr. Plant replied that the cost could not be determined accurately.

THREE MEN ARE
DOOMED TO DIE

Russian Court-Martial Convicts and Sentences Many Nihilists.

ST. PETERSBURG, August 29.—The court-martial which has been trying the eighteen persons accused of plotting against Emperor Nicholas and the government last May has found three of them—Nikitenko, Simsky, alias "Nikolai," and Xavsky—guilty of organizing a plot, and sentenced them to death by hanging.

Four others were found guilty of organizing a plot to overthrow the existing form of government. Three of these were sentenced to eight years' imprisonment, and one to four years' penal servitude.

Five of the prisoners were convicted of having "supported a conspiracy" and were condemned to banishment and the loss of all civil rights, while six persons, including M. Fedosieff, a lawyer, and his wife, were acquitted.

STRATHCONA GREATEST
OF OCEAN VOYAGERS.

NEW YORK, August 29.—Lord Strathcona, Lord High Commissioner of Canada, who has just started for England on the steamer Oceanic, is completing his one hundred and fifty-first round trip across the Atlantic. This means that when he has finished his present trip he will have made 300 voyages across the ocean. Lord Strathcona is eighty years old, and made his first ocean voyage when still a child.

CENTRAL OF GEORGIA
NAMES ITS COMMITTEE

NEW YORK, August 29.—Announcement was made today that a committee consisting of the following had been formed by income bondholders of the Central Railroad of Georgia: C. A. Albright, J. W. Xavsky, Ernest Grovesbeck, Frederick William Scott, of Richmond, Va., and J. F. Minis, Savannah, Ga.

The committee will meet in this city shortly and outline a plan of action.

Seaboard's Low Rate. ATLANTA, GA., August 29.—The Seaboard Air Line Railroad has announced that it will put in effect September 2 the new passenger rate of 2 1/2 cents a mile ordered by the State Railroad Commission. The new rate will begin a hearing to-morrow on the request of the railroads in Georgia for a suspension of the order until January.

COMMITTEE TELLS OF
THE REORGANIZATION



HON. GEORGE W. KOINER.

Statement Concerning
Affairs in Dep't of
Agriculture.

COMMISSIONER
KOINER CENSURED

Latter Gives Out Statement Defending His Course—Legislation May Call for Investigation—Relations Between Officials Strained.

Great interest has developed in the controversy in the Department of Agriculture between the board and Commissioner Koiner, and a signed statement was issued yesterday by the members of the executive committee setting out the reasons for the adoption of the new plan of organization.

There is no telling where it will end, and it looks now as if it will be the subject of inquiry and discussion by the coming Legislature. In the statement of the executive committee Mr. Koiner is sharply criticized, and it is declared after many specifications that the new plan was found necessary in the interest of the department.

Mr. Koiner Replies. Mr. Koiner answers in a signed statement, and defends himself against many of the criticisms made upon him by the committee. He quotes a member of the board as having said the move was one to humiliate George W. Koiner and place E. B. Chesterton over him.

Something more is expected to come of the controversy, as the tension is now apparently reaching an acute stage.

The Committee's Side. Here is the signed statement of the executive committee:

So many erroneous statements have been made in regard to the plan of reorganization recently adopted by the board, the latter having been in some quarters attributed with other motives than the real ones in making the changes set forth, that we think it is due to the board and the public to set the record straight. The plan of reorganization was published, the board believing that its provisions were so plain that they would appeal to any one who read it, and that it could not fail to be seen that the board was making an effort to provide a remedy for the evils that had existed under the old plan.

(Continued on Second Page.)

NAVY YARDS ARE
TOO NUMEROUS

Congressman Loud Also Favors Dry-Dock in Every Yard.

NEWPORT, R. I., August 29.—Congressman George A. Loud, a member of the House Committee, which is inspecting the naval stations along the Atlantic seaboard, in an interview today, said that it was too bad that so much money should be appropriated for the maintenance of the ships in the yards, when the yards were not really needed. Congressman Loud said that it was the plan to place a dry-dock in every navy-yard in the United States.

PECULIAR ACCIDENT
SINKS A SCOOONER.

GLACEBAY, N. E., August 29.—The schooner Electric Flash was sunk today and three men who were working on her deck, narrowly escaped death, when five big cars, two of them loaded with coal, pitched down from the pier, and the schooner, sixty feet above, and landed on the deck of the schooner. The vessel filled with water and sank within a few minutes.

IS BARR'S ORDER
TO STAND OR FALL?

Board of Directors of Exposition Meets at 4 P. M. To-Day to Decide.

NO COMPROMISE LIKELY

Reported That Tucker Will Accept Nothing but Withdrawal of Mandate.

[Special to The Times-Dispatch.] NORFOLK, VA., August 29.—The status of the controversy between the Board of Directors of the Exposition and Mr. Barr, arising out of the order of Mr. Barr, transferring the social features of the exposition from President Tucker to Charles W. Kohlhaas, remained unchanged to-day, and it now seems unlikely that there will be any new developments before the meeting of the board of directors of the exposition at 4 o'clock to-morrow afternoon.

In certain exposition circles to-day it was said that Mr. Barr would make satisfactory explanations to Mr. Tucker and end the affair, but Mr. Barr did nothing of the kind to-day, at least Mr. Tucker had heard nothing of it to-night.

It may be said with positiveness that the only course that Mr. Barr can pursue that would be satisfactory to Mr. Tucker would be a withdrawal of the order. Mr. Barr is unlikely to do that voluntarily. The meeting of the board of directors to-morrow afternoon is to consider the controversy and nothing else, and in the meeting of the board the order of Mr. Barr will stand or fall. The legality of the order will decide the issue.

Neither Mr. Tucker nor Mr. Barr to-day had any further statements to make in connection with the matter.

TWO SUICIDES ON
OCEAN STEAMER

On Patricia's Passage Two Youths Leap Overboard and Drown.

NEW YORK, August 29.—Two suicides, both boys, occurred from the steamer Patricia, which arrived to-day from Hamburg and Portsmouth.

Baruch Jaffe, a teenage passenger, aged eighteen, jumped overboard on August 19th, and Heinrich Herke, aged eighteen, a member of the crew, jumped into the sea two days ago.

In both cases the steamer was stopped and search was made for the boys, but without success.

SHOOT SISTER,
THEN HIMSELF

Prominent Hotel-Keeper, in Fit of Deintia, Commits Crime.

POTTSVILLE, PA., August 29.—Thomas Layelle, a prominent hotel-keeper of Glenside, near here, shot and instantly killed his sister Mary while she was sleeping early to-day, and then sent a bullet into his own head, which he felt to arrive here at night. The sister was found in bed with a bullet in the left temple.

ORDERS TROOPS
TO GUARD NEGRO

Governor of Florida to Protect Fugitive—Pursued in Automobiles.

THE JAMES MUST BE
A GREAT WATERWAY

Five Million Dollars Will Do the Work; Ocean Liners to Come.

CONGRESS WILL
BE APPEALED TO

Subcommittee Holds Preliminary Meeting and Lays Foundation for Greater Work—All Richmond and All the People of Virginia Interested in Movement.

The proposition to deepen the waters of the James River from Richmond to Hampton Roads, or as far in that direction as may be necessary to make Richmond a deep-water port, capable of holding ships of almost any size, is not in the slightest degree far-fetched. The thing can be done, and it is going to be done. The James River Improvement Committee, made up of members of the two branches of the city legislature and of members of the Chamber of Commerce and other interests, have given the matter a vast deal of study, and the conclusion is that the plan is entirely feasible.

Of course, it will require a great deal of money to make this improvement, but it is believed that the money can be had from the United States government and other sources.

Money Wanted. It is believed that the James River has been too long neglected, and that the small appropriations that have been allowed it by the Congressional Harbors and Rivers Committee from time to time have been ridiculously inadequate, and inasmuch as the sums so far allowed have not been sufficient to do more than to keep the subject alive, the James River Improvement Committee and the Chamber of Commerce have decided to make a greater demand on the government than ever before, and try to get an appropriation from the next Congress that will be large enough to accomplish something that is really worth the while.

Getting Down to Business. Mr. W. W. Morton, who is the chairman of the James River Improvement Committee, also a prominent member of the Chamber of Commerce, and the Virginia vice-president of the National Harbors and Rivers Congress, was recently appointed a subcommittee to look into the whole matter and formulate a program for future procedure looking to the obtaining from the government of an appropriation of \$5,000,000 for the proper improvement of the James River. The following are the members of the subcommittee: L. Z. Morris, chairman; W. M. Turpin and Robert Lee Peters. When the committee was appointed, by unanimous vote of the full committee, Mr. Morton was added to the subcommittee.

Laying the Foundation. The first meeting of the subcommittee was held at noon yesterday in the office of the City Engineer, in the City Hall. The meeting was somewhat in the nature of a conference with the City Engineer with the view of obtaining necessary information for future guidance. Colonel William E. Cateshaw, the City Engineer, from the City Hall, and did furnish the committee with a vast deal of interesting data as to the work already accomplished, and also as to how it may be done. Facts and figures as to the present depth of water in the harbor and down the river, the character of the river banks, the character of the obstructions to be removed, and the sand bars and mud banks to be worked upon, were given in intelligent detail.

Whereas Comes the Revenue. The committee requested the City Engineer to furnish the committee with books of the United States government figures pertaining to the revenue Richmond and the James River country pay into the Treasury of the United States. These figures may be necessary in the forthcoming application to Congress for the needed money to make the James a great deep-water route.

These were but preliminary steps the committee deems necessary before going further into the very important subject.

It is likely that this subcommittee will have frequent meetings from now on, and in due time a report to the full committee will be made, and then that committee will be in a position to make the wishes of Richmond and the people of the lower James clear before the Congressional Committee on Rivers and Harbors.

NEGRO SHOOT
WOMAN AT TASLEY

She Is Expected to Die, and Ante-Mortem Statement Is Taken.

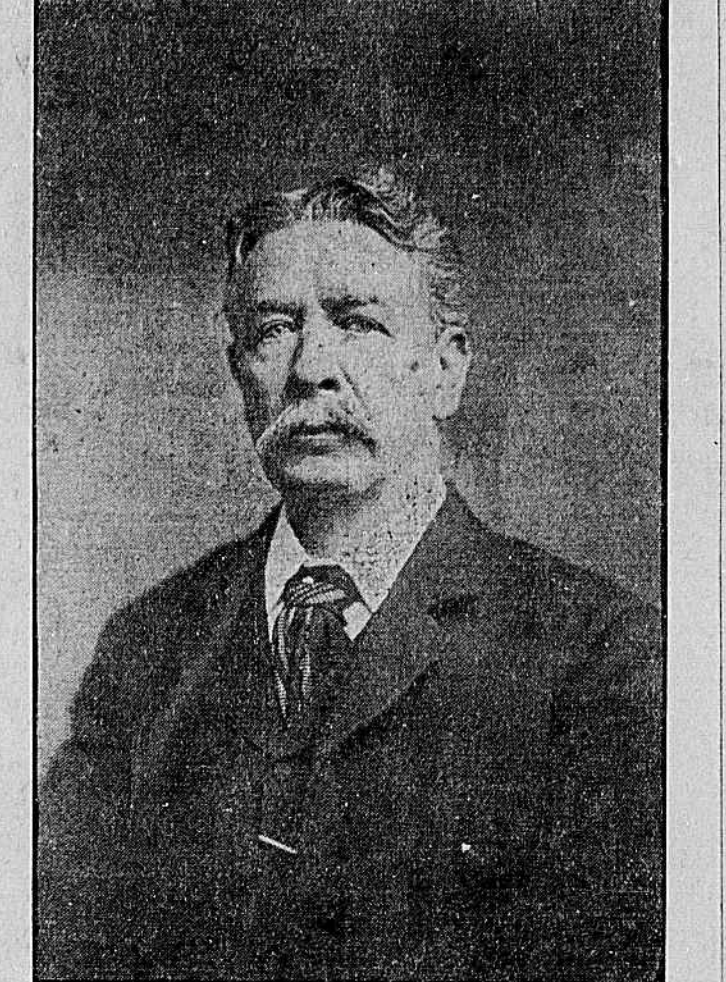
ONANCOCK, VA., August 29.—The first day of the annual fair of the Central Agricultural Fair passed off quietly, but to-day a gang of negroes from Norfolk came over to raise a row. One woman from that city was shot by a man from Nassawadox. She was brought to the office of Dr. George T. Fosque, where he and Dr. Brown, of the Twenty-first Regiment, performed an operation, but as her condition is serious her ante-mortem statement has been taken, and she has identified the man who shot her. Seven negro men are now under arrest. Sergeant King, in charge of the guard at the fair grounds, called for extra men over the row, and forty soldiers went to his aid. There were 5,000 negroes present.

FAST TRAIN WRECKED

MAIL CARRIAGE AND TWO PASSENGERS SERIOUSLY HURT.

OKLAHOMA CITY, OKLA., August 29.—The fast "Price" train, known as the "Neter," which left St. Louis at 2:30 yesterday afternoon and was due to arrive here at 11:30, at an early hour this morning and was wrecked. A mail car and two passengers were seriously injured.

DR. CHAS. W. GRAVATT
BEATS H. T. WICKHAM



HON. HENRY T. WICKHAM.

LADY BADLY HURT
LEAPING FROM CAR

Mrs. H. B. Faircloth Frightened by Flash and Report from Controller.

HEAD STRIKES ON STONES

Considerable Excitement Caused When Car Started Sliding.

Frightened by the flash in the controller of Broad and Twenty-fifth Street car No. 499, on which she was a passenger, Mrs. H. B. Faircloth, of 509 North Thirty-first Street, early last night narrowly escaped death. As it was, she was rather seriously injured, her skull being fractured and minor injuries resulting from her jump to the ground.

The car, which was in charge of Mortimer W. J. Layne, was moving up Broad Street, and halfway between Fourteenth and Fifteenth Streets, the overhead circuit-breaker flared up, there was a sudden report, and the car stopped and then began sliding down the hill. Mrs. Faircloth immediately became alarmed, and before she thought she had leaped from the car, striking on the back of her head. The car was crowded with pleasure-seekers going out to Idlewood and Forest Hill, and many of them jumped to safety, much frightened by the dash. Considerable excitement was caused.

The injured woman was lifted up by some of the passengers, and Dr. Hinchman, of the city ambulance corps, responded to the call for assistance. He treated Mrs. Faircloth, and took her to the Virginia Hospital, where Drs. McLean and Martin made a further examination of the injuries.

Skull Slightly Fractured. The physicians found that the skull had been slightly fractured, but that there were no other bones broken, and no other apparent hurt. Mrs. Faircloth was advised to remain in the hospital for twenty-four hours at least. She was reported last night to be resting comfortably.

Mrs. Faircloth was on her way to Forest Hill Park, with two of her children, when the accident happened. The machinery of the car was out of order, and it was pushed ahead by a following car, until it was safely placed in the sheds at Main and Vine Streets.

BREWERS FIGHT
LOCAL OPTION

Formal Meeting to Devise Plans to Arrest Great Temperance Wave.

CINCINNATI, O., August 29.—United action by leading brewers of the United States against the spread of local option, especially in the South, was begun at a secret meeting here yesterday, news of which developed to-day. It is proposed to adopt a definite plan to stop the spread of local option, especially in the South. This was the prime object of the meeting. There was no formal call issued, and no publicity of the fact, but the meeting was a meeting of representatives of breweries of Chicago, Milwaukee, St. Louis and Cincinnati were present. The friends of local option in the South were thoroughly discussed. A committee was finally appointed, and ways and means for accomplishing the purposes of meeting will be decided upon.

GRANITE BLOCK
KILLS TWO MEN

Great Boulder Wrecks Scaffold on Which They Are Working.

YORK, PA., August 29.—Two men were killed and two injured, one probably fatally, by the falling of a scaffold, which was being rebuilt. The scaffold was wrecked by an 800-pound piece of granite falling on it, and the men were precipitated to the ground, a distance of fifty feet.

The dead are: Edward A. Cook, assistant foreman, Olean, N. Y.; William F. Felt, stonemason, York, Pa.; leg broken and contusions of body.

Hanover Senator Falls
Outside the Breast-Works.

RESULT CAUSES
LITTLE SURPRISE

Majority of Caroline Man May Reach Three Hundred or Over. Page, Powers and Probably Edwards for the House. Haw Wins Again.

[Special to The Times-Dispatch.] ASHLAND, VA., August 29.—Incomplete but reliable returns from nearly all the precincts in the Thirty-second Senatorial District clearly indicate the defeat of Hon. Henry T. Wickham, of this county, for State Senator, and the nomination of Dr. C. U. Gravatt, of Caroline, by about 250 majority.

All Hanover is in, and the vote for Senator in this county was: Wickham, 665; Gravatt, 392. This is "looked upon" as a "fall down," as it was claimed that the Senator would have a majority in his home county which would easily overcome anything that could be achieved by Gravatt in Caroline. Seven out of the thirteen precincts in Caroline heard from last night gave Gravatt 370 majority, and it is estimated that those yet to report will increase the lead of the Caroline man to 450 or 500. Dr. Gravatt carried Rural Point by four majority, and in Ashland, where it was claimed that Wickham would lead by three to one, the vote was only 146 to 119 in his favor.

Ashland was one of the storm centers of the district, for it was here that Dr. W. E. Dodd, of Randolph-Macon College, one of Dr. Gravatt's most valuable leaders had his headquarters. Returns from King William were not available last night, but based upon those received up to the time of closing this report, it looks as if the county will be very close, with chances slightly favoring Dr. Gravatt.

West Point, Laneseville and King William Courthouse together gave Wickham 109 and Gravatt 167. It looks tonight as if this is a pretty conservative estimate of the majorities by counties: Gravatt—Caroline, 450; King William, 50. Total, 500. Wickham—Hanover, 173. Gravatt's probable majority, 377.

The Cold Harbor vote, which was the last to be heard from, and completes the returns from Hanover, is as follows: For Senate—C. U. Gravatt, 64; H. T. Wickham, 98.

House of Delegates from Hanover—F. A. Dodd, 44; Rosewell Page, 104. House of Delegates (Speaker)—T. H. Lawrence, 98.

(Continued on Third Page.)

THIRTY HURT IN
ASHEVILLE WRECK

Southern Passenger Train Collides With Engine—No Injuries Likely to Be Fatal.

ASHEVILLE, N. C., August 29.—Passenger train No. 41 on the Southern Railway, Pittsburg, with an engine of the west-bound main line in this city at 11 o'clock this morning, damaging both engines and the combination car. Thirty persons were injured, none fatally.

The more severely injured are R. Y. Struble, Fredericktown, O.; E. H. Jennings, Pittsburg, Pa.; Mrs. E. A. Brown, America, Ga.; Miss W. A. Collins, Hattiesburg, Miss.; Elias Field (colored), Asheville, N. C.; Mrs. J. B. Smith, Atlanta, Ga.; Curtis Motter, Charlotte, N. C.; R. L. Cruickshank, Greenville, S. C.; J. J. Hardy, America, Ga.; Evelyn Dicks, Dumbarton, S. C.; J. D. Davis, Salisbury, N. C.; M. C. Shears, Atlanta; Miss Alice Holdenburg, New Orleans; J. B. Enslay, Sylva, N. C.; John Sampson, Ninety Six, S. C.; Mrs. Elizabeth Chambers, Tuskegee, Ala.; Miss L. L. Richardson, Conway, S. C.; Hazel C. Eckert, Asheville, N. C.; Miss G. B. Eckert, Asheville, N. C.

The Courier-Journal Building seems doomed to destruction.

LOUISVILLE, KY., August 29.—12:44 A. M. (1:45 Eastern time). The Courier-Journal building is on fire. The flames spread with remarkable rapidity, and in a short time the third floor fell in. The building is five stories in height. The building of the Courier-Journal Printing Company is threatened.

At 1 o'clock the Courier-Journal building seemed doomed. It is believed all the employees escaped.

EIGHTY-FOUR DIE
BY COLLAPSE OF
A GREAT BRIDGE

Ponderous Steel Structure Over St. Lawrence Unexpectedly Crumbles.

DEATH LIST MAY
BE EVEN GREATER

Sections of Gigantic Bridge Mile Long Suddenly Crash Downward Into River, Carrying Workmen With Them. Victims Pinned Down by Girders.

QUEBEC, August 29.—The great Quebec bridge collapsed late this afternoon, and now the vast mass of steel work lies a tangled wreck across the St. Lawrence channel. A careful estimate places the loss of life at eighty-four. The bridge fell at exactly twenty-three minutes to six this evening, just as many of the workmen were preparing to leave.

The accident was so terrible in its effectiveness in wiping out the lives of the men employed that very little is known as to the cause of the disaster.

The men made a rush shoreward, but the distance was too great for them to escape. The fallen section of the bridge dragged others after it, the snapping girders and cables booming like a crash of artillery. Terror lent fleetness to the feet of the frightened workmen as they sped shoreward, but only a few of them reached safety before the last piece of iron work on the south shore was dragged into the river. Near the shore the wreckage of the bridge did not go below the surface of the water, and eight workmen who remained above water were rescued and taken to the hospital at Levis.

Steamer Has Close Shave. The steamer Glenmont had just cleared the bridge when the first section fell. The water thrown up by the debris went clear over the bridge of the steamer.

The captain at once lowered boats. The small boats plied backward and forward over the sunken wreckage for half an hour, but there was no sign of life. The twisted iron and steel beams of the bridge, as it went along toward the gulf, all the men drowned were employees of the Phoenixville Bridge Company and subcontractors of Quebec and Montreal.

At 10 o'clock to-night sixteen bodies had been picked up, and of the eight men in the Levis hospital, who are not expected to live throughout the night.

History of Great Bridge. The Quebec bridge was begun about seven years ago, and it was to be finished in 1909. Subsidies had been granted by the Federal and Provincial Governments and the city of Quebec, and the estimated cost of the work was \$10,000,000. The Phoenixville Bridge Company, of Pennsylvania, had the contract for the construction of the bridge and were working from both sides of the river.

The horror of the situation is increased by the fact that there are a number of wounded men pinned in the wreckage near the shore. The groans and shrieks can be plainly heard by the crowds who have gathered at the water's edge, but nothing, so far, can be done to relieve their sufferings. There are no searchlights available and by the feeble light of lanterns it is impossible to even locate some of the sufferers.

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COURIER-JOURNAL
BUILDING BURNS

Great Five-Story Newspaper Structure Seems Doomed to Destruction.

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